



Request for City Council Committee Action From the Department of Public Works

Date: October 14, 2003
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Referral to: Honorable Barb Johnson, Chair Ways & Means Committee
Subject: **Request various approvals and actions related to the proposed 15th Avenue Southeast Street Reconstruction Project.**

Recommendation:

1. Approve the project layout, revised September 12, 2003, for reconstruction of 15th Avenue Southeast from 5th Street Southeast to Como Avenue.
2. Adopt a resolution directing the City Engineer to proceed with a formal request for a variance from State Aid for vertical clearance for an underpass on 15th Avenue Southeast under the railroad bridge.
3. Direct Public Works to enter and execute cooperative agreements with the Burlington Northern Santa Fe Railroad and the Union Pacific Railroad as necessary to facilitate construction.
4. Authorize Public Works to negotiate with private property owners to acquire easements if necessary.
5. Adopt a resolution holding harmless the State of Minnesota from actions that may arise from granting of a variance that would permit the reconstruction of 15th Avenue Southeast from 5th Street Southeast to Como Avenue with a vertical clearance under the railroad bridge of 13'-0" rather than the 14'-6" required by the Rules.

Prepared by: Beth Stiffler, Engineer, 673-3611

Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Beth Stiffler, Engineer, Public Works

Financial Impact (Check those that apply)

☒ **No financial impact - or - Action is within current department budget.**
(If checked, go directly to Background/Supporting Information)

- ☐ Action requires an appropriation increase to the Capital Budget
☐ Action requires an appropriation increase to the Operating Budget
☐ Action provides increased revenue for appropriation increase
☐ Action requires use of contingency or reserves
☐ Other financial impact (Explain):

☐ Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information Attached:

Project/Scope

- 15th Avenue Southeast is a Municipal State Aid Street (MSA 233) and a main corridor from the University of Minnesota to Northeast Minneapolis neighborhoods, as well as a major bus and bicycle route. The 5th to 8th Street and Rollins to Como segments were constructed in 1958 and have a PCI (Pavement Condition Index) rating of 43 (in a range of 0 to 100, where 100 is best). The segment from 8th to Rollins was constructed in 1970, but has deteriorated at a faster than average rate due to high bus traffic and poor drainage near the railroad bridge. The segment is 0.55 miles with an average existing ADT of 12,150 and an average future ADT estimated at 13,500.
- The current and proposed roadway will carry two way traffic (one lane each direction) and a bike lane (one lane each direction) from 5th Street Southeast to Rollins Avenue and will carry two way traffic (one lane each direction) and a parking lane (one lane each direction) from Rollins Avenue to Como. The proposed layout will also decrease the driving lane from 16 feet to 12 feet, increase the bike lane from 6 feet to 7 feet, and increase the boulevard from 4 feet to 7 feet on each side of the street from 5th Street Southeast to 8th Street Southeast. (Please see attached layout).
- Public Works has worked with the affected property owners and the neighborhood associations at the first two public project meetings to complete the project layout.
- This project requires a variance from State Aid for vertical clearance for an underpass on 15th Avenue Southeast under the railroad bridge located between 8th Street Southeast and Rollins Avenue. State Aid Rule 8820.9956 requires a vertical clearance of 14'-6". The existing vertical clearance is 13'-0". One of the requirements of the State Variance process is to develop options.
- Four options have been explored, considering safety and costs.

Option A, B, and C do not meet the required 14'-6" vertical clearance, and would require a variance from the State Aid Rules.

Option B is the preferred option. This option improves the design speed from 20 mph to 25 mph and meets the design criteria for vertical curves with additional lighting added under and adjacent to the railroad bridge while maintaining a vertical clearance for underpass as 13'-0". The estimated cost associated with this option is \$143,000.

Option A is to design with the existing vertical alignment. This option would not require additional costs, but it does not improve safety. The design speed of this option is 20 mph and the vertical clearance for an underpass is 13'-0".

Option C improves the design speed from 20 to 30 mph and meet all criteria for vertical curves, but reduces the vertical clearance for underpass from 13'-0" to 11'-6". The estimated cost associated with this option is \$283,000.

Option D improves the design speed from 20 to 30 mph and meets all criteria for vertical curves and vertical clearance for an underpass. The estimated cost associated with this option is \$1,322,000.

- At a future meeting, we will return to your committee to obtain project approval, conduct an assessment hearing, and obtain authorization to proceed with the work.

Schedule, Costs and Funding

- The construction of this project is scheduled for 2004.
- The estimated cost of this project is \$2,682,000, of which \$1,716,000 will be funded with MSA (Municipal State Aid) funds, \$555,000 will be funded by NDB (Net Debt Bonds), and \$411,000 will be funded by ASSMB (Assessment Bonds).

The purpose of this action is to obtain Council Approval of the project layout, adopt a resolution directing the City Engineer to proceed with a formal request for a variance from State Aid for vertical clearance under an underpass on 15th Avenue Southeast under the railroad bridge, direct Public Works to enter and execute cooperative agreements as necessary, authorize Public Works to negotiate with private property owners to acquire easements if necessary, adopt a resolution holding harmless the State of Minnesota from actions that may arise from the granting of the aforesaid variance.

Attachment 1 - Project layout, revised September 12, 2003 for reconstruction of 15th Avenue Southeast from 5th Street Southeast to Como Avenue (2 pages).

cc: Council Member Paul Zerby, Ward 2